Planning Application S/0791/18/FL – Relocated railway station comprising platforms, pedestrian bridges, access road, pedestrian and cycle routes, car and cycle parking, with other associated facilities and infrastructure

**Objection to above planning application**

Whilst the proposal makes some very good points and suggestions and should be agreed in principle the access provision is generally not well thought out routing all access, pedestrian, cycling and vehicular, along rural and minor roads on the outskirts of Waterbeach. The improvements proposed for Cody Road and Bannold Drove provide poor and unsafe routes to what will be a very busy facility. The junctions at Cody Road and Bannold Drove and already unstable and unsafe.

1. The design and access statement states that ‘To minimise effects on local residents, the majority of construction traffic will be routed via Bannold Drove.’ Bannold Drove itself is a narrow rural road of barely 3m in width with no kerbing or pathway and narrow verges and no passing places and is therefore not suitable to construction traffic. Apart from this Bannold Road has recently been made narrower with the installation of a footway from the new development adjacent to Bannold Drove up to opposite Way Lane and when the footway on the south side of Bannold Road is repaired the road will become narrower still. The junction with Cody Road onto Bannold Road and into Way Lane has also become busier with the more regular occupation of the ex service quarters and the developments either side of Cody Road, the junction of Bannold Drove and Bannold Road is blind and limited in turning area.

2. 3.3 of the Design and Access Statement concludes that it would be desirable to have a footway/cycleway segregated vehicular traffic yet it further refers to, and is demonstrated on Drawing 0104, that Bannold Drove will be a footway/cycle route shared with vehicular traffic to existing properties including two farm yards and Anglian Water sewage treatment plant. 3.3 of the Design Statement further recognises that ‘during hours of complete darkness alternative routes area available via Cody Road and Capper Road which has street lights and is overlooked by housing’ – a statement which suggest that Bannold Drove is not a safe and secure route.

3. 4.4 of the Design and Access statement acknowledges that there will be access to the private properties along Bannold Drove and the sewage works although drawing 0104 does not show that the private entrances to my property will be retained and indeed proposes a vehicle gate across Bannold Drove withing the visibility splay of one them and at the same time promotes Bannold Drove as a new walking and cycling route.

4. In the interests of highway safety I would urge the developers to amend the routing for pedestrians and cyclist, to the proposed related station, along Cody Road and Capper Road to avoid the conflict of pedestrian, cyclists and vehicular along a significant stretch of the metalled surface of Bannold Drove servicing farm yards and a property. It is further significant that the emergency access from Harvey Road is located within this same stretch. It should also be noted that there is no vegetation along either side of Bannold Drove as shown in Drawing 0104, that there is a Waterbeach Internal Drainage Board ditch on the

Sarah Smart
CB25 9QQ
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east to which the Drainage Board require access to maintain and would not permit planting as shown on the drawing. There is also a shallow ditch to the west side.

5. There appears to be no evidence in the documents attached to the planning application of the current usage of the existing station with motorists coming into the village from the direction of Fen Ditton and Horningsea and from the A10 along Car Dyke Road. Whilst Station Road already gets congested this will be transferred to the inadequate junction of Bannold/Cody Road and Way Lane and thus making the already dangerous situation along the front and rear of the school more hazardous. Furthermore Cody Road and the area to which it leads has become busier with the more regular occupation of the ex service quarters and the developments either side of Cody Road. With the increased traffic proposed from this development the area is in danger of becoming congested along the lines of Station Road.

6. In the interests of highway safety I would urge the developers to amend the route to the proposed relocated station along Cody Road to a new road off Denny End Road.

7. The Design and access statement states that the developer will provide routes to the new station that are ‘safe, convenient and logical …’ yet the proposed plans due not demonstrate that this statement has been applied.

8. 4.4 of the Design and access statement makes reference to the potential of a vehicle gate and Traffic Regulation Order on Bannold Drove for safety reasons yet puts the burden of such actions on the Local Authority.

9. Although the design and access statement recognises the wider picture of the major proposed development it would appear that this planning proposal is premature, showing no access routes from the A10, no definitive plans for a shuttle bus to reduce cyclist/pedestrian and vehicle movements to ameliorate the loss of the existing station and to address the extra volume of traffic but instead congests Waterbeach with construction traffic, and provide inappropriate, unsafe and unsuitable access routes merely to satisfy support for submission of a planning application.

10. With regard to the design of the station, and not being in a position to comment in detail on such a design, it would appear that due consideration has not been given to the proximity of the disabled car park and the accessible bridge. The proposed design requiring disabled persons to walk further than necessary and more than the distance that qualifies their disability.

Sarah Smart
CB25 9QQ